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CITY OF ISSAQUAH

SITE DEVELOPMENT PERMIT

FILE NO SDP16-00005

SEPTEMBER 21, 2016

ISSAQUAH APARTMENTS
955 7th Avenue Northwest



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The following technical studies, which informed the analysis of this project for Site Development Permit compliance, are available in the Department of Development Services and online, in the City's website, under Development Services:

1. Critical Area Report – dated January 6, 2016
2. Stormwater Technical Information Report – April 12, 2016
3. Preliminary Geotechnical Report – November 17, 2015
4. Traffic Impact Analysis (updated) – September 2016

STAFF REPORT

I. Application Information

Applications: Project No. PRJ15-00034
Site Development Permit: SDP16-00005

Project name: Issaquah Apartments

Staff Contact: Mike Martin, Associate Planner
Development Services Department. 425-837-3103
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Applicant: GroupArchitect
David Edwards
1735 Westlake Ave N
Seattle, WA 98109

Owner: Issy 7th Ave LLC
9675 SE 36th Street
Mercer Island, WA 98040

Request: Site Development Permit **approval** for a 110-unit 5-story apartment building on 1.24 acres. The project includes two community roof decks, resident lounge, and ground level court for the residents. The project proposes 112 parking spaces. Existing critical area buffers will be enhanced through invasive plant removal and replanting of native vegetation. Primary site access is via a driveway on 7th Avenue NW. Additionally, a secondary emergency access is provided via NW Locust Street.

Location: 955 7th Ave NW (see Attachment 2, Site Vicinity Map).

Existing Land Use: The project site consists of three lots that are being consolidated into a single parcel through a Lot Line Adjustment. The north and middle lots are undeveloped while the southern lot contains an unoccupied house.

Adjacent Uses (see Figure 1, Existing Land Use):

- North: Class 4 stream, Juniper Trail and Issaquah Commons (retail)
- South: Juniper Street Professional Center
- East: Aegis of Issaquah (retirement community)
- West: 7th Avenue NW, and cleared, undeveloped land and former At-Work site (waste collection/sorting)

Zoning: MUR - Mixed Use Residential

Comprehensive Plan:

Land Use: Multi-Family Residential
Subarea: Central Issaquah
District: Gilman

II. Recommendation

Based upon the application, submitted plans, listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the Site Development Permit for Issaquah Apartments, with conditions.

III. Site Development Permit Level of Review

Based on Table 4.3A, Levels of Review, in the CIDDs, this project requires a Level 3 Site Development Permit review. The process steps for a Level 3 review are outlined in Table 3.8-1.

IV. Public Comments

The City received comments from 9 citizens (see Attachment 7).

V. Background

This development proposal is planned across three existing lots. One lot located at the south contains an existing, unoccupied house and several out buildings. The two lots to the north are undeveloped. Typically, multi-family apartment buildings are not permitted to be located on multiple lots. As such, a lot consolidation must be executed in order to create one single legal parcel for the proposed development.

[Condition 1] *No building permit shall be issued prior to the submittal and approval of a Lot Line Adjustment to consolidate the three lots into 1 lot.*

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan and the Central Issaquah Development and Design Standards (CIDDs), and, where appropriate, City or other applicable Code, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including but not limited to:

If the development proposal:

- A. Is consistent with the Comprehensive Plan and Central Issaquah Plan;
- B. Meets all applicable codes, rules, regulations, and policies; and
- C. Satisfies the elements of the Central Issaquah Development and Design Standards.

Only those goals and standards that apply to the SDP application are discussed in this report. A completed CIDDs Checklist is provided as part of this Staff Report to document how the project fully complied with the CIDDs and includes a comprehensive staff analysis for this project.

VI. Development Standards and Regulations

This chapter of the Staff Report is meant to provide the rationale that served as the basis for the recommendation for the approval of the SDP, including the conditions of approval. In addition to the recommended conditions in this chapter, there are mitigation requirements for environmental impacts identified in the SEPA review for this project and construction conditions meant to address specific CIDDS standards that are more appropriately reviewed during the construction permit review of projects.

SEPA Review

SEPA environmental review is concurrently being conducted with the Site Development Permit review. SEPA is done early in the permit process and is typically completed before the Site Development Permit (SDP) decision by the Development Commission. Staff has determined that environmental impacts will require mitigation. A Draft Mitigated Determination of Nonsignificance is to be issued on September 20, 2016. A 21-day combined comment/appeal period was established beginning on September 20, 2016 and ending on October 12, 2016.

[Condition 2] *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*

The Mitigated Determination of Nonsignificance (MDNS) is based on the SEPA environmental checklist received April 19, 2016 and supplemental technical information and reports listed in the Notes. SEPA mitigation measures shall be deemed conditions of the approval of the licensing decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code. The issued SEPA MDNS and SEPA Checklist are provided as Attachments 5 and 6 of this Report.

CENTRAL ISSAQUAH PLAN and CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP16-00005, Issaquah Apartments. Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the CIDDS Checklist (see Attachment 4). The CIDDS Checklist staff comments are based on the Plan Drawings dated September 9, 2016 (see Attachment 8). Many CIDDS standards can only be reviewed for compliance at the construction permit review phase. These items are marked with an "X" in the Design Checklist, under the column heading "Review at Constn." A mark in this box indicates that a standard will be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. The approval of the SDP with the conditions of approval does not preclude further staff requirements during construction permits review of the project to ensure compliance with the CIDDS.

Chapter 1: Purpose and Applicability

The purpose of the Central Issaquah Plan and Development and Design Standards are to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-

related, designing sites that make a positive contribution to the Public Realm, attracting businesses that complement the Central Issaquah vision, and creating a place where people of all income levels and diversities are drawn to live, work, and play.

Applicability: The subject site is located within the Central Issaquah subarea of the City. New development and redevelopment activities, such as the proposed multi-family development, are subject to the Central Issaquah Development and Design Standards. The Applicant and the City have worked collaboratively on the design of this project to meet the design standards of the Central Issaquah Plan.

Interpretations

The Central Issaquah Development and Design Standards authorizes the Director to interpret and adjust the Code where there are ambiguity or conflicts in the standards. For this project, interpretations have been applied to the following requirements:

1. 7th Avenue Core Street – Incorporation of bike lane into Shared Use Route (CIDDS 6.4.A, 6.4.F).

Administrative Adjustment of Standards (AAS)

Administrative Adjustment of Standards are requested by the Applicant for:

1. **AAS16-00019:** Adjustment to CIDDS 6.2.A – Block Length. See discussion in Chapter 6.2.A below for more information.
2. **AAS16-00020:** Adjustment to CIDDS 10.13 – Tree Retention Requirements. See discussion in Chapter 10.13 and 10.18 below.

AASs are Level 2, administrative review with provision for the public to provide comments. The AASs for the Issaquah Apartments is concurrently being reviewed and Staff is soliciting input from the public. Decisions for the AAS will be finalized prior to the Development Commission taking action on this SDP application.

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility).

Chapter 2: Definitions Specific to Central Issaquah Plan

Chapter 2 contains definitions for terms used throughout the Central Issaquah Plan. These are additive to the definitions in the Land Use Code. Capitalized words in this staff report are defined terms in Chapter 2.0.

Chapter 3: Procedures

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review (see (Table 4.3A) in which the Development Commission is the decision maker. The applicant chose to not hold an optional Community Conference.

Table 3.8-1 of this Chapter requires that the Level 3 Review include: Early Coordination and Collaboration, Pre-Application Meeting, Complete Application Determination, Notice of Application, SEPA Determination, Public Hearing, Notice of Decision and provisions for Appeals and Permit Extension.

The Applicant and City Staff has collaborated extensively since the pre-application review to identify issues of compliance with the Central Issaquah Development and Design Standards and resolve these issues prior to the public hearing. The public has been provided with opportunities for early review and comment by providing the project documents on the City's website, from the time of the Pre-application review. Members of the community attended the Rivers & Streams Board meeting and provided comments also. (The meeting minutes are available at the public at the Permit Center upon request.)

Below is the project schedule following the prescribed Level 3 Review process. Some actions will occur in the future e.g. Second Public Hearing, Notice of Decision, and Appeals if one is filed.

Pre-application Meeting: **February 2, 2016**

Determination of Complete Application: **June 2, 2016**

Rivers and Streams Board meeting: **April 5, 2016**

Notice of SEPA Determination issued: **September 20, 2016** (21-day comment and appeal period begins)

Development Commission Public Hearing, part 1: **September 21, 2016 (continued to September 28, 2016).**

Development Commission Public Hearing, part 1: **September 28, 2016**

Development Commission Public Hearing, part 2: **Scheduled for October 19, 2016**

Final Determination for SEPA: **October 12, 2016** (comment and appeal period ends for SEPA)

Public Notices

The Notice of Application included notices to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting.

- A Notice of Application was posted on the City's website and mailed to adjacent property owners on **June 14, 2016**.
- Property posting with a 4' x 4' project identification sign was placed on the site on **August 1, 2016, and revised on August 29, 2016**.
- A Notice of Public Hearing was mailed to properties within 300 feet of the project on **September 2, 2016**. The originally scheduled Development Commission meeting for September 21, 2016 was rescheduled and a Notice of Public Hearing was sent for the September 28th meeting was sent on **September 16, 2016**. A Legal notice in the Issaquah Sammamish Reporter was published on **September 9, 2016** of the Development Commission's Public Hearings scheduled on September 21, 2016 and October 19, 2016. Per the IMC 18.04.180.C, legal notices are required to be provided at least 10 days before the meeting/hearing.

- Staff appeared at Council Chambers at 7pm on **September 21, 2016** to formally continue the Public Hearing to **September 28, 2016** at 7pm.
- Notice of the Development Commission Public Hearing was also placed on the City's web site and on the project identification sign on the site.
- A Notice of Decision of the Site Development Permit, when issued, will be emailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

Chapter 4: Zoning Districts, Uses and Standards Summary

The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.



The zoning of the property is Mixed Use Residential (MUR) and multi-family residential is a permitted use. The Intent of the Mixed Use Residential is to provide mixed use neighborhoods with Class A office buildings, retail uses, high quality, medium density residential development and existing service businesses. The application proposes a residential density of 2.0 F.A.R. which meets the requirement for the MUR zone (see District Standards Table below).

Fig. 1. Vicinity Map with Zoning Designation

Level of Review (Table 4.3A)

See comments in **Chapter 3: Procedures**, above.

Permitted Land Uses

According to Table 4.3B Permitted Land Uses, a multi-family development with 5 or more units is permitted in the MUR, Mixed Use Residential zone of Central Issaquah.

District Standards

Table 4.4 is the District Standards Table. Applicable sections to this table are:

<u>STANDARD</u>	<u>ALLOWED/REQUIRED</u>	<u>PROPOSED</u>
Floor Area Ratio – Base:	Minimum of 0 up to 2.0 max	2.0 (triggers Density Bonus)
Height – Base:	48' base; 65' max	65 feet (triggers Density Bonus)
Setbacks – side and rear:	7 feet minimum	Side setback (south): 76 feet Rear setback (west): 14 feet
Setbacks - Build to Line:	0-10 feet maximum (applies to east and north elevations)	At least 60% of the building frontage is within the required 10 foot Build-to-Line area including credit for Community Space. (see sheets A0.1, A1.00)
Impervious Surface:	80% maximum	78.1% Dedicated area along property is excluded from impervious total per IMC 18.07.050.E

Building Setback Line – Stream buffer

A 15 foot Building Setback Line (BSBL) is located from the edge of the stream buffer at the north end of the property. Sheet A1.00 shows an encroachment into the BSBL of 18 inches maximum for the eaves of the building which is allowed per IMC Section 18.07.040 (Architectural Features in Required Setback).

Chapter 5: Density Bonus Program

The purpose of the Density Bonus program is to allow additional building square footage in exchange for the public benefits of affordable housing and public open space.

The Density Bonus Program is applicable as the proposed building height and Floor Area Ratio (FAR) exceed the Base limits as defined in Table 4.4 of the CIDDs. The table below outlines the affordable housing requirement based upon the building height and FAR square footage that exceeds that base limits per Table 4.4.

The applicant has indicated that they will satisfy both the required and elective requirements of the Density Bonus Program through the provision of on-site affordable housing as shown in the table below; and, pursuant to Issaquah Municipal Code (IMC) Section 18.21.030 – Affordable housing programs. In order to ensure that the required and elective affordable housing is provided, the applicant must record affordable housing covenants upon property title prior to the issuance of any Temporary Certificate(s) of Occupancy. This will be verified during the review of construction permits.

[Condition 3] *Prior to Temporary Certificate of Occupancy, the applicant shall record affordable housing covenants against the property for all required and elective on-site affordable housing in accordance with the provisions of the Density Bonus Program.*

FAR CALCULATIONS AND DENSITY BONUS - ALLOWED		
Max FAR	2.00	(108,000 SF)
Base FAR:	1.25	(67,500 SF)
Bonus FAR	0.75	(40,500 SF)
1/3 of 0.75 bonus (40,500 SF)	= 0.25 FAR	= 13,500 SF
20% of 0.25 FAR (13,500 SF)		= 2,700 SF
2/3 of 0.75 bonus (40,500 SF)	= 0.50 FAR	= 27,000 SF
20% of 0.50 FAR (27,000 SF)		= 5,400 SF
(1/3) 2,700 SF + (2/3) 5,400 SF		= 8,100 SF affordable housing req'd to achieve max density bonus
FAR CALCULATIONS AND DENSITY BONUS - PROPOSED		
Total FAR proposed =	2.0 FAR	(108,000 SF)
Required & Elective Public Benefits Provided		
MANDATORY - on-site affordable housing	2,700 sf	(per calcs above)
ELECTIVE - on-site affordable housing	5,400 sf	(per calcs above)

Figure 2. Density Bonus Program – affordable housing requirement

CIRCULATION Development and Design Standards (Chap. 6 and 12)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking and landscape) are paired together even though the chapters are not sequential.

Chapter 6: Circulation Facilities Development Standards

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project including non-motorized routes. The proposed Issaquah Apartments complies with the CIDDS, with conditions. Further analysis of project compliance to Chapter 6 can be found in the Design Checklist.

General Description of Proposed Circulation Facilities

Circulation Facility access serving the project is demonstrated on sheet A1.00, Architectural Site Plan of the plan drawings. The site is accessed via a new driveway off of 7th Avenue NW for vehicles and via building entries along the north and east building elevations abutting 7th Avenue and at the corner of 7th and NW Locust Street. A pre-existing gravel road that provides emergency access to the Aegis Issaquah development to the east will be enhanced with asphalt and will serve as an emergency access lane for the project. General vehicular access will not be available for use by the general public; however, a new pedestrian connection will be provided which connects the existing Juniper Trail to the north portion of the building.

7th Avenue NW - Core Street

The circulation facility classification type is not pre-defined per Figure 6A of the CIDDS and must be determined during the development review process. As determined through preliminary development review, based upon the existing right-of-way width, a dedication of 5.5 feet is required in order to accommodate the Core Street circulation facility classification.

[Condition 4] Prior to Temporary Certificate of Occupancy, a 5.5 foot wide section along the property frontage shall be dedicated to the City to accommodate improvements to 7th Avenue NW and the Juniper Trail Shared Use Route.

The Core Street standard is consistent with the road type identified for the Atlas project located immediately to the north and east. A bike lane on the west side of 7th Avenue will not be provided at the street level (as permitted under the Core Street standard in Chapter 6.0 of the CIDDS) and bicyclists will continue to have the option of riding in the travel lane or along the Juniper Trail. It is anticipated that a bike lane will be provided along the east side of 7th Avenue upon redevelopment of the adjacent properties and can be accommodated because of the required ROW dedication which will allow for a 71 foot wide street section.

Required Frontage Improvements for 7th Avenue NW

In order to implement the Core Street standards for the Issaquah Apartments street frontage and accommodate the existing Juniper Trail Shared Use Route in the new Core Street design, staff has interpreted the Core Street standards as it applies to this section of 7th Avenue NW, as follows:

Lanes	CIDDS	Modified Standards
Travel Lanes	2 @ 10' each	2 @ 10' each
Bicycle Lanes	2 @ 5' each (discretionary)	1 future 5' wide (east side) + 10' shared use route (west side)
Parking Lanes	2 @ 8'	2 @ 8'
Planter Type	Planter Strip or Tree Wells	Planter Strip
Landscape/Amenity Zone	6'	6'
Walkway Type	8' sidewalk	10' Shared Use Route (Juniper Trail)

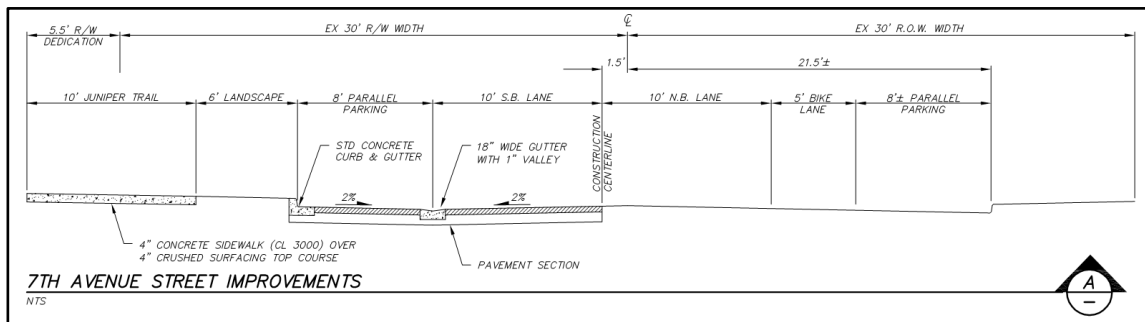
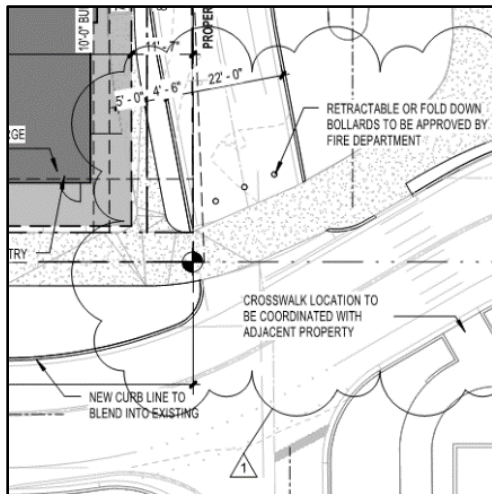


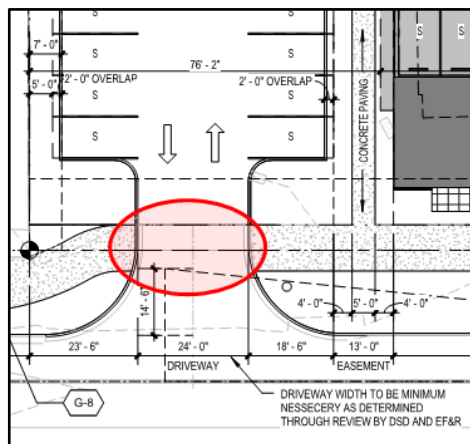
Figure 3. Proposed street section for 7th Avenue NW (includes Shared Use Route)



Juniper Trail (Shared Use Route)

The existing 10 foot wide Juniper Trail (Shared Use Route), which is located along the property frontage, must be shifted to the west in order to accommodate the Core Street section for 7th Avenue. Additionally, where the Juniper Trail crosses Locust Ave NW and at the driveway to the Locust Street NW emergency access, the trail shall remain at a consistent grade as depicted on **Figure XX**. See Section 7.4.D below for additional information pertaining to the development and design standards for the Shared Use Trail.

FIGURE 4. Emergency Access at Locust Street NW

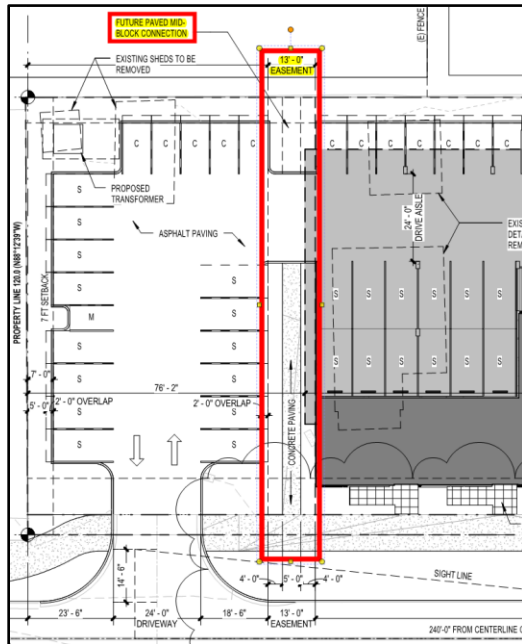


Urban Driveway Standard

The south driveway as shown in Figure 5 (and on Sheet A1.00 of plan drawings) is not compliant with the Urban Driveway Standard as the sidewalk (Shared Use Route) does not continue through the driveway at a consistent grade and without any curb ramps. The Shared Use Trail must be constructed so that there is no break in grade so that the trail remains consistent across the driveway.

Fig. 5. (Sheet A1.00) South driveway inconsistent with CIDDS 6.4.K

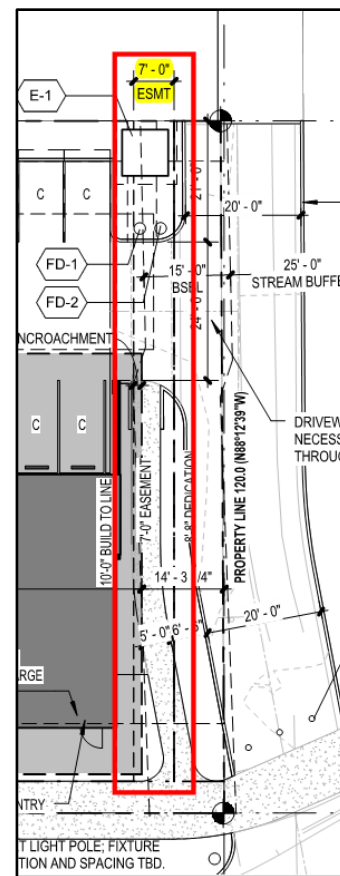
[Condition 5] *The Juniper Trail shall remain at a constant grade across the south driveway entry in accordance with Urban Driveway Standards – CIDDS 6.4.K.*



west would encroach into the private yards of the Aegis Issaquah community. However, a public pedestrian access easement shall be provided to allow for a continuation of the south pedestrian access to the building so that a viable through block connection is possible at a future date.

The applicant has proposed a second public pedestrian access easement at the north end of the site to allow for the future connection of the pedestrian walk that serves the primary entrance to the building. This easement would allow the walk to continue west toward and into the Aegis Issaquah community.

Figure 6. (left) Southern Pedestrian Connection Easement
Figure 7. (right) Northern Pedestrian Connection Easement



Administrative Adjustment of Standards – CIDDS

6.2.A – Block Length

The requirements for pedestrian Circulation Facilities for every 300 feet length of a block is meant to ensure that there are frequent and multiple routes for pedestrians to access the site without traversing uncomfortable long distances. The 7th Avenue frontage is 450 feet. At present time, a through block connection isn't practical as the corresponding landing point to the

AAS16-00019 - Approval Criteria – CIDDS 6.3.A

1. **Vision.** The proposal is equal to or superior in achieving the intent of the Central Issaquah Plan, Development and Design Standards and this Chapter.

Complies. *The proposal is consistent with the above criteria. The purpose of the through block passage is to ensure there is frequent and convenient connections for pedestrians. By locating the through block passage further to the south, the route will be more visible to passersby and clearly convey that it is both available to them and where the route leads. At this time, because of the adjacent uses, a through-block connection into the adjacent property is not feasible at the time of development. An easement will be*

granted to the City for public pedestrian access for a possible future connection should an opportunity become available.

2. **Access.** The proposal will not create significant adverse impacts to the abutting properties or rights-of-way, dedicated tracts or easements.
Complies. *The proposal does not create any adverse impacts to abutting properties, rights-of-way, dedicated tracts or easements.*
3. **Compatibility.** The proposal is compatible with, and would not significantly adversely affect, the scale, character, and design of the surrounding neighborhood or District.
Complies. *The proposal is compatible with character, scale and design of the surrounding neighborhood and does not create any adverse effects thereof.*
4. **Sufficient Reason.** Sufficient reason is shown for the adjustment in order to address exceptional or extraordinary circumstances or conditions applicable to the facility such as existing physical constraints that are not contemplated or provided for by this chapter.
Complies. *Since the through block passage cannot be constructed at this time beyond the current property, building the route through the building could unnecessarily confuse users, while the proposed route will clearly communicate that the route is not complete at this time as the point of connection to the west would land at a private backyard within the Aegis Issaquah Community.*
5. **Safety.** The proposal does not negatively impact public safety and operation, nor create any hazardous features.
Complies. *The proposal does not negatively impact public safety and operation or create any hazardous features.*
6. **Services and Maintenance.** The proposal will not create negative impacts to public service, including fire and emergency services nor adversely affect how well the surrounding public facilities can be maintained.
Complies. *The proposal will not create negative impacts to public and emergency services or how surrounding public facilities are maintained.*
7. **Priorities.** The criteria listed in Circulation, Section 6.2.C Priorities are applied.
Complies. *The adjustment requests moving the through block passage to the south, but not modifying any of its components, i.e. the width and adjacent landscape remain unchanged. The relocation will provide a through block passage that has a building wall along most of its length and minimizes the length crossing through a parking lot. If the passage was located specifically where required and an arcade was employed to allow the passage through the building, it would not as clearly indicate its destination and would have more length crossing through underbuilding parking where no adjacent landscape could be provided. The required location is a less pleasant route and only a small diversion would provide a more pleasant and pedestrian friendly experience.*

[Condition 6] *Prior to Temporary Certificate of Occupancy, public pedestrian access easements shall be granted to the City at the north and south ends of the building in order to provide future through-block points of connection for pedestrian access. The easements shall extend from the west property boundary to the east property boundary. The portions of the pedestrian crossings located within the parking lot shall be constructed with concrete or other similar materials to distinguish the pedestrian priority. If utility infrastructure is located within the easement area(s), it shall be sited, designed and constructed so that the pedestrian connections can be constructed in the future without having to be relocated or modified.*

Chapter 12: Circulation Design

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 12 can be found in the Design Checklist.

The proposed Circulation Design for the Issaquah Apartments project complies with the CIDDS at this phase of review, with conditions. Please refer to the CIDDS checklist for the comprehensive staff analysis. Items that require conditions are discussed below.

General Standards

The site has a direct, clear and predictable circulation route, both for pedestrians and vehicles. The building entries are easily identified by the canopy over the primary northeast entrance. Additionally, public and private building entries along the building frontage and are easily distinguished as either public or private. There are a total of eight private entries for ground level apartments which front onto the Juniper Trail and 7th Avenue NW. The design of the private entries shows special paving techniques and plantings which help to differentiate them from general public entries.



Fig. 8. Typical ground level entry (adjacent to Juniper Trail and 7th Avenue NW)

Sidewalks that directly serve the building entry are minimum of 5 feet wide and there are multiple publicly accessible points of entry to the building. At the primary northeast entrance, the hardscape area in front of the building (combined with

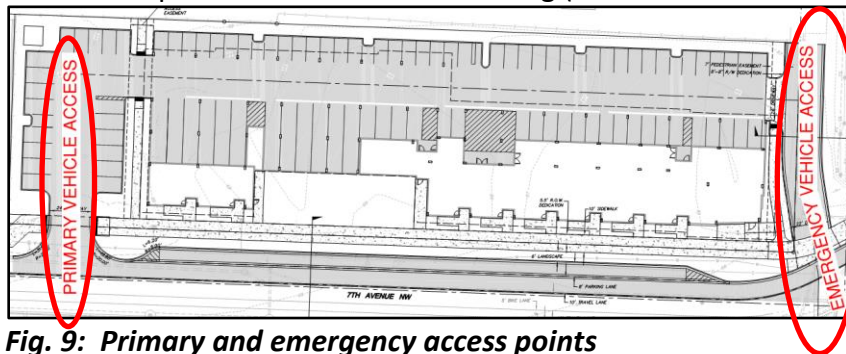


Fig. 9: Primary and emergency access points

COMMUNITY SPACE Development and Design Standards (Chap. 7 and 13)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 7: Community Space Development Standards

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District. The proposed Circulation Design for the Issaquah Apartments project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

General Description of Proposal:

No new Significant Community Spaces are required per Figure 7A and 7B. However, the existing Shared Use Route (Juniper Trail) is identified on Figures 7A and 7B respectively. For the Juniper Trail, the existing access and functionality will be preserved and the trail will be enhanced to conform to the Shared Use Route standard per CIDDS 6.4.A. In order to accommodate the Core Street section for 7th Avenue NW, the trail must shift slightly to the west, but there will be no adverse impact from this and the trail will remain continuous from NW Gilman Boulevard to Juniper Street NW as it exists in the pre-development state.

Section 7.3.A Community Space, Residential

Section 7.3 requires residential projects to provide a minimum of 48 square feet/unit of individual or common private space. As the project has 110 units, the minimum amount of required community space is 5,280 sq. ft. The project meets this requirement and proposes a total of 7,263 sq. ft. of private community outdoor space.

The Issaquah Apartments meets the Community Space requirements by providing three separate community spaces, a fitness room and a resident lounge (see sheet A0.03, Community Space Diagram, for calculations). More specifically, the community spaces provided includes

two separate roof top decks and a ground level court adjacent to the Juniper Trail. The three spaces are sized to provide for an array of amenities including bar-b-ques, fire pits, seating, outdoor kitchens, etc.

Additionally, a resident lounge and fitness room are provided and satisfy the requirement for projects with more than 22 units to provide an on-site amenity that is at least 400 sq. ft. The resident lounge and fitness room are proposed to be 1,180 and 400 sq. ft., respectively.

Section 7.4.D Significant Community Space

The Juniper Trail is shown on Figure 7B “Central Issaquah Significant Community Spaces” as an “Existing Shared Use Route” and thus must be designed per the criteria of CIDDS 7.4.D for Shared Use Routes. The primary purpose of the Shared Use Route is to provide a means for pedestrian and bicycle access between rights-of-way and as a public gathering place. Other uses, including access to parking areas, lobby entrances and stairs must be secondary, and not conflict with, the Shared Use Route purpose, and areas required for such uses shall not be included in calculating the minimum size.

The site plan provides for the requisite corridor width to accommodate the Shared Use Route. Planter areas are provided on both sides of the relocated, 10 foot wide Juniper Trail. The plan shows “concrete paving” but does not detail any special amenities such as seating areas, landscaping, art features, water features, weather protection or pedestrian scale lighting as prescribed per the Standard. Additionally, the Shared Use Route shall use special paving, such as decorative colored concrete, concrete unit brick or stone pavers that support bicycle as well as pedestrian use.

[Condition 7] *The Shared Use Route (Juniper Trail) shall utilize design elements that are consistent with CIDDS 6.4.A and 7.2.D. Specifically, the Shared Use Route shall use special paving such as decorative colored concrete or stone pavers and shall integrate pedestrian amenities such as seating areas, landscaping, art features, water features, weather protection and pedestrian scale lighting, as determined by the Director. This condition will be enforced through the review of the Site Work, landscape and Building Permits.*

Park Impact Fee Credit

The applicant may receive a credit against the value of public improvements constructed for the Shared Use Route per CIDDS Section 7.5.B and pursuant to IMC 3.72.080.

[Condition 8] *As allowed by IMC 3.72.080 and CIDDS 7.5.B, Park Impact Fee credit may be given for public improvements of the Shared Use Route.*

Chapter 13: Community Space Design Standards

The purpose of the Community Space Design Standards is to interrelate buildings and community spaces, have the site positively contribute to the Public Realm, and provide recreational variety. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 13 can be found in the Design Checklist, Attachment 4.

Most of the proposed on-site Private Community Space is provided through the inclusion of two roof-top decks which offer a variety of programmatic opportunities. The plans do not show specific amenities to be provided however the applicant has indicated that outdoor dining and cooking facilities will be provided. Additionally, a third Private Community Space is proposed adjacent to the Juniper Trail at the ground level but only conceptual details are shown relative to the provided amenities which include a meandering path and landscaping including specimen trees.

The Community Spaces (roof and ground level) also have various orientations, providing multiple opportunities for sun and shade. The Community Spaces have been appropriately scaled for the project. Through the design of the various types of Community Spaces, there will be a variety of landscape treatments and planting materials that will appeal to the senses. The selection of site furniture and other amenities will be finalized during permit development.



Fig. 10. Outdoor community spaces (Sheet 4.07)

PARKING Development and Design Standards (Chap. 8 and 15)

The intent of the parking chapter is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Circulation Design for the Issaquah Apartments project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 8 can be found in the Design Checklist.

General Description of Proposal

Parking for the Issaquah Apartments project consists of both under-building and surface parking lots. Additional visitor parking, above what is embedded in the standards, is not required by the CIDDS but the parallel spaces provided along the 7th Avenue NW building frontage are available for visitors. Surface and under-building parking is accessed from the 7th Avenue NW driveway to the project located at the south end of the building. Under-building parking comprises approximately 63 percent (69 stalls) of the total available on site parking provided of 112 stalls.

The proposed parking complies with Chapter 8 and Chapter 15 of the CIDDS at this phase of review. Three ADA parking spaces are provided per code. Bike parking for visitors and temporary use are provided at the building entrance and at the plaza outside of the communal dining and living room. Bike and motorcycle parking for residents are provided in the garage. A detailed analysis of parking standards can be found in the CIDDS checklist (See Attachment 4).

Chapter 8: Parking Development Standards

Required parking for multi-family housing as prescribed in Table 8.10-1. Table of Vehicular Parking Spaces is 0.75 for studio units and 1.0 for one and two bedroom units. The maximum parking allowed is 1 space for studios, 1.25 spaces for one bedroom units and 2 spaces for two bedroom units. **The total required minimum parking for the project is 100 stalls (includes credit reduction of 5 stalls for electric vehicle charging) and the maximum is 161 stalls. The project proposes 100 stalls and is thus within the required range of parking. Additionally, 12 stalls are provided with the tandem parking which have not been credited toward the required parking. In total, 112 stalls are provided (100 of which count toward the required parking for the project).**

Parking breakdown by stall size (up 60% compact and 5% electric vehicle stalls allowed)

The project proposes a total of 46 standard sized parking stalls and 61 compact sized parking stalls. Additionally, 5 micro (electric vehicle) stalls are proposed. Final parking stall mix per CIDDS 8.18 will be verified with the Site Work permit. The proposed number of parking meets the minimum required and does not exceed the maximum. The calculation for required parking is as follows:

20 studio units X 0.75 = 15 spaces

53 one bedroom units X 1.0 = 53 spaces

37 two bedroom units X 1.0 = 37 spaces

Credit for Electric Vehicle charging station = 5 spaces

Total Required Parking: 100 spaces

Total Provided: 100 stalls +12 additional tandem spaces

Additional parking provided:

The project requires three (3) motorcycle parking stalls and two (2) Class A loading stalls which are provided.

Bike Parking

149 bedrooms X (0.15) = **22 bike stalls required**

Actual bicycle stalls provided = 42 (within secure ground floor bike storage room)

On-street Parking

Eleven (11) On-street parking are shown on the west side of 7th Avenue NW. The final stall count will be determined with the Site Work permit. On-street parking stalls are not eligible for parking credit for residential projects and thus the on-street parking count is not factored within the required parking counts discussed above.

Chapter 15: Parking Design Standards

The purpose of the Parking Design Standards is to use a more urban approach to parking to support a pedestrian friendly, small scale, mixed use environment and contribute to the Public Realm. The site complies with the design standards. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 15 can be found in the Design Checklist.

The majority of parking for the site is under the building, consistent with the Central Issaquah vision. One element of the structured parking that needs further refinement are the visible walls, screening the structured parking. This is addressed in Chap 14 with blank walls.

The surface parking lots are screened from the outdoor community spaces by landscaping including trees, shrubs and elements of the building including a green wall. The surface parking lot is softened with the required 10% landscaping and provision of 1 tree for every 6 parking spaces (see sheets L1.00 and A0.03). The surface parking lots are designed to minimize the amount of the impervious area by reducing the parking stall length with a 2-foot overhang on the sidewalk or landscape area. The Applicant is strongly encouraged to incorporate sustainable site design strategies including the use of LED light fixtures for parking lot lighting and pervious pavers. The project does propose five electric vehicle charging stations.

LANDSCAPE Development and Design Standards (Chap. 10 and 16)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, and landscape) are paired together even though the chapters are not sequential.

Chapter 10: Landscape Development Standards

Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, adding green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace.

As conditioned, the proposed Issaquah Apartments project complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapter 10 can be found in the Design Checklist.

Tree Retention (10.13)

Based upon the Existing Tree Schedule (Sheet L1.0), there are 29 significant trees provided on the property with a total dbh (diameter at breast height) of 430 inches. CIDDS 10.13 (Tree Retention Requirements) obliges new projects to retain 25 percent of the total diameter of the existing tree stock. As such, the Tree Retention minimum for the project is 108 inches (dbh). The applicant has requested an Administrative Adjustment of Standards (AAS) to reduce the minimum Tree Retention requirements per CIDDS 10.3 to zero. The AAS is granted subject to the approval criteria and conditions below under the applicable section below.

Minimum Tree Density (10.10)

A minimum tree density of retained and replanted trees shall be maintained within the developable site area at a rate of 4 trees per 5,000 sq. ft. of developable site area. For this project, the resulting minimum tree density is 43 trees. Sheet L1.0 shows a total of 26 newly planted trees (17 less than the minimum requirement).

10.18 – Administrative Adjustment of Standards

An Administrative modification is necessary as the Applicant proposes to reduce the tree retention to zero. Reductions to the tree retention greater than zero but less than 25% are allowed if consistent with the criteria and with approval of the Director. Administrative modification to the Landscaping Development Standards shall be consistent with the purpose and intent of CIDDS Chapter 10 and according to the approval criteria below and in conjunction with Chapter 3.0 – Procedures.

AAS16-00020 - APPROVAL CRITERIA:

1. **Vision.** The modification(s) will be equal to, or superior in, fulfilling the intent and purpose of the Central Issaquah Plan and this Chapter

Complies. *The intent of the tree retention is to maintain existing mature trees on site. This sometimes challenging will small sites that are being fully redeveloped. However, per the Arborist Report provided with the application, nearly all of the pre-existing trees on the property present with visible defects including insect infestation, branch dieback, decay, disease and asymmetrical canopy. Thus the Applicant is proposing to replace all trees onsite with healthy, albeit, smaller new trees. To ensure that there is the full presence of trees after buildout, the Applicant must incorporate trees while maintaining healthy spacing and opportunities for sun onsite. This is partially addressed by Condition 9 which requires the Applicant to meet the Minimum Tree Density on the lot of 43 trees to the greatest extent practical and feasible. In addition the applicant must provide trees on both roof decks, to increase the presence of trees onsite. Finally, if the applicant cannot meet minimum tree density and tree retention on site they must provide trees or contribute to the tree fund as mandated by the Replacement Tree criteria in CIDDS 10.14.*

2. **Access.** The modification does not negatively impact the abutting property in a significant manner.

Complies. *The modification will not negatively impact the abutting property in a significant manner. The project proposes to create a vegetative (visual) buffer with the abutting properties through two ways. First, the applicant proposes to plant 14 Katsura trees and 3 Eddie's white wonder trees along the rear and south property lines. In between the trees will be a solid row of arborvitae trees which will create a solid row of vegetative screening around the perimeter of the property. Secondly, per SDP Condition 11, the applicant must replace the existing chain-link fence with a cedar (or similar)*

fence. Through these two measures, the property will be adequately screened from the adjacent properties per the intent.

- 3. Compatibility.** The landscape modification(s) shall provide consistency with the intent, scale, and the character of the use(s) involved and shall not jeopardize the screening and buffering of other uses for specific areas (for example, waste collection, service/loading, and parking areas).

Complies. *The modification is consistent with the uses involved and does not jeopardize the screening and buffering of other uses including waste collection, service/loading or parking.*

- 4. Safety.** The modification does not negatively impact any safety features of the project, nor create any hazardous features (such as water quality) in a significant manner.

Complies. *The modification does not impact any safety features nor create any hazardous features.*

- 5. Services.** The proposal will not create negative impacts to public services, including but not limited to fire and emergency services.

Complies. *The proposal does not create negative impacts to any public services, including fire and emergency services.*

Tree Replanting

This section of the Chapter requires both a minimum tree density and a retention of trees on site. Based on the dbh of existing trees, retained dbh potentially exceeds minimum tree density. The trees in excess of those which can be planted onsite will be either planted offsite or a donation made to the Tree Fund in accordance with CIDDS 10.14.

In order to meet the minimum tree density for the property, 43 trees must be provided. Additionally, 108" dbh of trees must be provided to mitigate for tree retention reduction. Replanted trees on-site shall count for both the minimum tree density and retention requirements. If 43 trees or 108" dbh of trees cannot be accommodated on the property, the Applicant must plant trees offsite or pay into the Tree Fund in accordance with CIDDS 10.14.

[Condition 9] *In accordance with CIDDS 10.13 and 10.14, a total of 43 new trees and 108" dbh of trees shall be planted on the property so as to achieve the minimum tree density and retention, to the greatest extent practical and feasible. In addition to the trees proposed in the parking lot and along the east elevation of the building, trees shall also be provided on each of the roof decks. "Practical and feasible" will take into account factors such as mature tree size, tree health, and solar access. If all of the trees cannot be accommodated onsite, offsite planting or payment to the Tree Fund shall be required per CIDDS 10.14. This will be evaluated with the Site Work and Landscape permits.*

Parking Lot Landscaping

Some of the parking lot landscaping shown adjacent to the internal walk (abutting the parking structure – Sheet A0.01) is not eligible to be credited toward the required internal landscaping. With the construction permit review, the parking lot landscaping will be verified to ensure that a minimum of 10 percent is provided. If 10 percent internal parking lot landscaping cannot be achieved, the applicant must utilize architectural alternatives per CIDDS 10.5.A.4.

[Condition10] *If ten percent internal parking lot landscaping is not provided, architectural parking lot edge treatments shall be utilized per CIDDS 10.5. This will be verified with the review of Site Work and Landscape permits.*

Total parking lot area subject to parking lot landscaping:	13,186 sq. ft
Required parking lot landscaping (10 percent):	1,330 sq. ft
Provided parking lot landscaping:	1,401 sq. ft

Parking stalls subject to parking lot tree requirement (1 tree per 6 stalls): 63

Parking lot trees required: 10

Parking lot trees provided: 17

Plant sizes and spacing

Some shrubs and groundcovers as shown on sheet L1.00 do not meet minimum size or spacing requirements and evaluation and confirmation of plant sizes and spacing will be verified with the review of the Landscape Permit.

Street Trees

Because the project must dedicate 5.5 feet of property in order to accommodate the Juniper Trail Shared Use Route and the Core Street section for 7th Avenue NW, the existing planter strip must be shifted to the west several feet. As a result, the existing street trees (columnar hornbeam) will need to be removed and replaced with new trees. The Development Services Department is in the process of working to identify the tree species that are best suited for the potential for health and beauty. The replacement trees are shown as “To be Determined” and will be selected during the review of the Landscape Permit.

Critical Areas Planting

Sheet L1.0 shows a conceptual level mitigation planting plan for the Class 4 stream located immediately north of the development site. The final revegetation shall plan shall comply with Critical Areas Regulations of IMC 18.10.340-18.10.796 and the conditions of the SEPA MDNS (see Attachment 6).

Chapter 16: Landscape: General standards and Guidelines

The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary.

The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

General Description of Proposal: The proposed landscape integrates with the surrounding context including the adjacent stream, trees, and urban surroundings. Street tree and landscape treatment along 7th Avenue NW provides a transition to a more urban approach. Flowering trees are used to accentuate pedestrian entries and gathering spaces. The landscape also softens the buildings and hardscape. Landscape has been strategically located to establish a lush verdant landscape where it serves to screen blank walls and utilizes green screens with creeping vines. Near the stream, enhancement plantings have been planned to protect critical areas and improve wildlife habitat.

The landscape design is unified and yet varied to help with orientation. Selected trees will moderate building mass and provide strategic areas of shade. Site furnishings such as benches, lighting, trash cans, etc. are not shown on the landscape plan and their inclusion will be required with the Landscape Plan review per Section 16.2.0. Additionally, some plantings do not meet minimum standards for size and/or spacing and proper sizing, quantity and spacing will be verified with the Landscape Permit review.



Fig. 11. Conceptual landscape plan – Roof Deck locations shown in green (Sheet L1.0)

Fencing

The site plan shows the existing chainlink fence as “to remain”. Chainlink fencing is not allowed and thus the existing chainlink fence must be removed and/or replaced.

[Condition11] *The preexisting chainlink fence shall be removed and/or replaced.*

Chapter 11: Site Design

Chapter 11 establishes site design standards that orient development so that it defines the Public Realm and improves the pedestrian experience. Pedestrian and bicycle circulation needs are raised to a priority with motorized circulation priorities while ensuring that the design does function for motorized transportation. Detailed analysis of project compliance to Chapter 11 can be found in the Design Checklist.

11.2 General

Projects are required to create a strong identity for itself and the Gilman district of Central Issaquah. This project meets the general standards, as discussed in the CIDD checklist staff

analysis. Site design features, which are listed below, are discussed in greater detail throughout the staff report. The discussion below is meant to emphasize the most important elements of the Site Design. Standards not included here are discussed more fully in the CIDDs checklist. The design of the project fits into a narrow site between a stream and existing road. The building and ground-floor community space are placed to reinforce the road and create a pedestrian and bike friendly project, which reinforces and implements the green necklace. During construction permit review, details of the project including wayfinding, site furniture, and special paving will be further incorporated.

Curb bulb-outs located at the driveway and emergency access entrances provide the opportunity to enhance the 7th Avenue NW Shared Use Route (Juniper Trail) in a manner that lends positively to the Public Realm. In addition to streetscape plantings, the design of the Shared Use Route shall integrate the enlarged planter strip bulb-outs within the greater design of the Shared Use Route (see Section 7.4.D above and Condition 7).

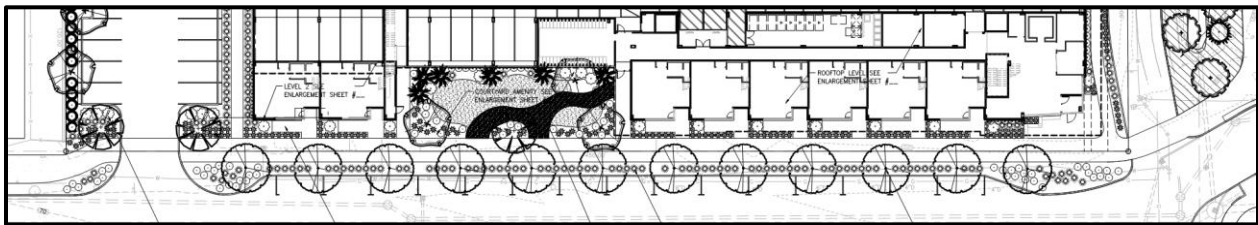


Fig. 12. Site concept detail for the area of the site visible from 7th Avenue NW (Sheet L1.00)

Views and Vistas

The development is sited so as to preserve axial views of the forested hillsides as viewed from the existing Circulation Facilities (7th Avenue NW and Locust Street NW) per the requirements.

11.3 Standards for all Uses

Pedestrian connections to surrounding circulation facilities and adjacent properties are being provided with the Shared Use Route on 7th Avenue NW, continuous sidewalks around the building, walkways following “desire lines”, an informal walk through the community court (adjacent to Juniper Trail) and sidewalks serving the surface parking areas. The building lobby is also oriented to provide direct pedestrian connection to the Juniper Trail and to retail uses within the Issaquah Commons located to the north.

Building Frontage and Streetwall/Build-to-Line (11.3.F to 11.3.J)

A distinguishing feature that differentiates urban from suburban development is the use of buildings to define the street edge, or streetwall. The requirements for building frontage in sections 11.3.F to 11.3.J help create this urban street edge. The Build-to-Line requirements necessitate buildings to be located towards the Circulation Facilities and Community Spaces. The residential building is oriented so that the primary building entrance as well as private entrances to the individual ground-floor units, all face a Circulation Facility, be it the Juniper Trail NW or the sidewalks along the northwest corner of the building adjacent to the NW Locust Street emergency access lane.

The landscape treatment along the base of the building further defines the streetwall with a double-tiered layer of vegetation consisting of ornamental grasses closer to the sidewalk and

ornamental flowering plants closer to the building lobby (main entrance) and the ground-floor residential door fronts. The landscape treatment provides a softer but still effective line to delineate the public spaces (sidewalks) from the private spaces (front porches and entries to individual units). Street trees, which will be determined following on-going discussions with the Public Works Operations department, will also be used to scale the buildings and frame the streets, (see Sheet L1.00).

In the MUR, Village Residential Zone, the required minimum length of the building that should sit on the Build-to-Line is 60%. With the allowance of a 10 percent reduction for the provision of “Community Space as Building Frontage” per CIDDS 11.3.I, the residential building meets the minimum requirement at the “Build-to-Line” zone, within the allowed 0 to 10 feet, measured from the back of the sidewalk (see sheet A0.01 for Minimum Build-to-Line calculation).

Compliance with the required Build-to-Line building frontage requirements is provided below:

Total Building Frontage:	450'
Minimum Building Frontage Required:	270 ft. (60 % of total frontage)
Building Frontage Provided:	252 ft.
Community Space Frontage reduction per CIDDS 11.3.1:	10 percent (45 ft. total)

NET REQUIRED BUILDING FRONTAGE: 243 ft. (60 percent of 405 ft.)

TOTAL REQUIRED BUILDING FRONTAGE: 252 ft.

11.3.H Corner Building Frontage

As the north portion of the building is located at the intersection of Circulation Facilities, CIDDS 11.3.H applies and requires that a minimum of 60 ft. of building frontage be provided as measured from the corner of the intersection. The proposal complies with this provision as approximately 73 feet of Corner Building Frontage is provided.

Trash collection will be stored inside the building and serviced from the rear parking lot. Mechanical equipment for the building is primarily located within the tuck-under parking bays, inside the building and on the roof and will be screened from view. A transformer is proposed at the northwest corner of the property, and is shown within the public pedestrian access easement area. The applicant has indicated that this transformer can be mounted in the ground and will be designed so that it is part of the sidewalk if and when a sidewalk is constructed.

[Condition 12] *The electrical transformer, shown within the public pedestrian access easement area at the northwest corner of the site, shall be relocated; or, shall be designed to allow unimpeded future pedestrian connection to the west. The transformer shall be ground mounted (flush) so that it is at the same grade of the future sidewalk.*

Chapter 14: Buildings

Chapter 14 establishes building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. The proposed Issaquah Apartments complies with the Buildings standards at this phase of review, with

conditions. Detailed analysis of project compliance to Chapter 14 can be found in the CIDDS Checklist (see Attachment 4).

Building Mass and Design (Sec. 14.3)



Building mass and design are meant to reinforce Pedestrian-Friendly public spaces through the modulation of height and massing, as well as the use of architectural details to further provide interest at the street level. The primary building façade is approximately 351 feet long and is well accentuated with modulation, colors and materials, including windows and balconies. Near the midpoint of the building, the building is “pulled back” from the Build-to-Line where a portion of the required private

Required Community Space is provided. One of 2 rooftop decks is located at the second floor level immediately above the Juniper Trail near the southeast end of the building. The roof deck is sited so that users will be able to view out eastward toward the Shared Use Route (Juniper Trail); and, toward the ground level exterior Private Community Space.

Fig. 13 Ground and Second Level Community Spaces (Sheet 4.07)

Surface relief, depth and shadows are provided for the building by recessing some bays and adding balconies. The flat roof is capped with a cornice which extends outwards and goes around the corners of the building creating a “framed” look to the north and south end of the building as shown below.



Fig. 14 North and east building elevation with primary building entry shown (Sheet 4.01)

The CIDDS utilize several elements to shape the form of the building, such as: a strong building base and top to frame the building, techniques to break the building into multiple buildings, changes above the third floor. The following evaluate these three items for the eastern/7th façade:

- Tripartite design (i.e. base, middle, top) is often used changes in materials and changes in plane to establish horizontal bands. The building achieves this along the primary east elevation by providing a partially stepped back top level which utilizes larger windows and alternate colors. The middle portion of the building (levels 2-4 extends maintains a consistent vertical plane and uses a color palette which distinguishes it from the top and bottom building sections. The base is setback and uses brick as well as frequent windows and doors to establish a Pedestrian Friendly environment.
- Additionally, the building is broken up so as to create the appearance of multiple, smaller buildings, by punctuating the corners and middle section of the building with prominent “cubes”.
- While the building complies with the tripartite and multiple building appearance requirements, it doesn’t address required changes above the third floor. These changes can be materials, articulation, and/or modulation. The techniques used on the 5th floor could also be employed on 4th floor, though this may not proportionally make sense.

For the building’s western elevation, additional treatments are also necessary in order to create sufficient distinction between the top, middle and bottom of the building per the requirements. The top level does utilize color banding, some larger windows and the corner “cubes” to define the top edge, but additional architectural treatment must be provided to the top and middle portions of the building in order to provide some additional surface relief to the façade and to define the “top, middle and bottom” of the building. The middle and bottom sections of the building are sufficiently distinct from one another as they utilize different colors and materials. Additionally, the bottom level of the building is recessed to provide for the underbuilding parking which further differentiates it from the middle zone.

[Condition 13] *On all facades, additional treatments, as specified in 14.3.A.1 (materials, articulation, and/or modulation), are required to distinguish the building floors 4 and 5 from floors 1 through 3. In addition on the western façade, supplementary actions are required to create a clear top. For instance, as well as color, further modulation or articulation, such as, a three dimensional band between floors, could be used to establish a ‘top’ for the building’s facade.*



Fig. 15. Primary (east) façade of 5-story building facing 7th Avenue NW and Juniper Trail (Shared Use Route) (Sheet 3.01)



Fig. 16. Rear (west) façade of 5-story buildings facing west toward Aegis Issaquah Community (Sheet 3.02)



Fig. 17. North façade of 5-story building facing Locust Street emergency access (Sheet 3.01)

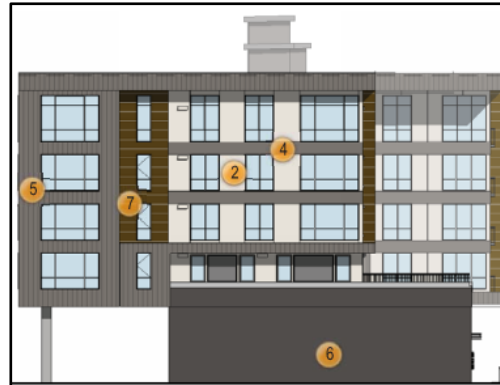


Fig. 18. South façade of 5-story buildings facing Juniper Street Professional Center (Sheet 3.02)

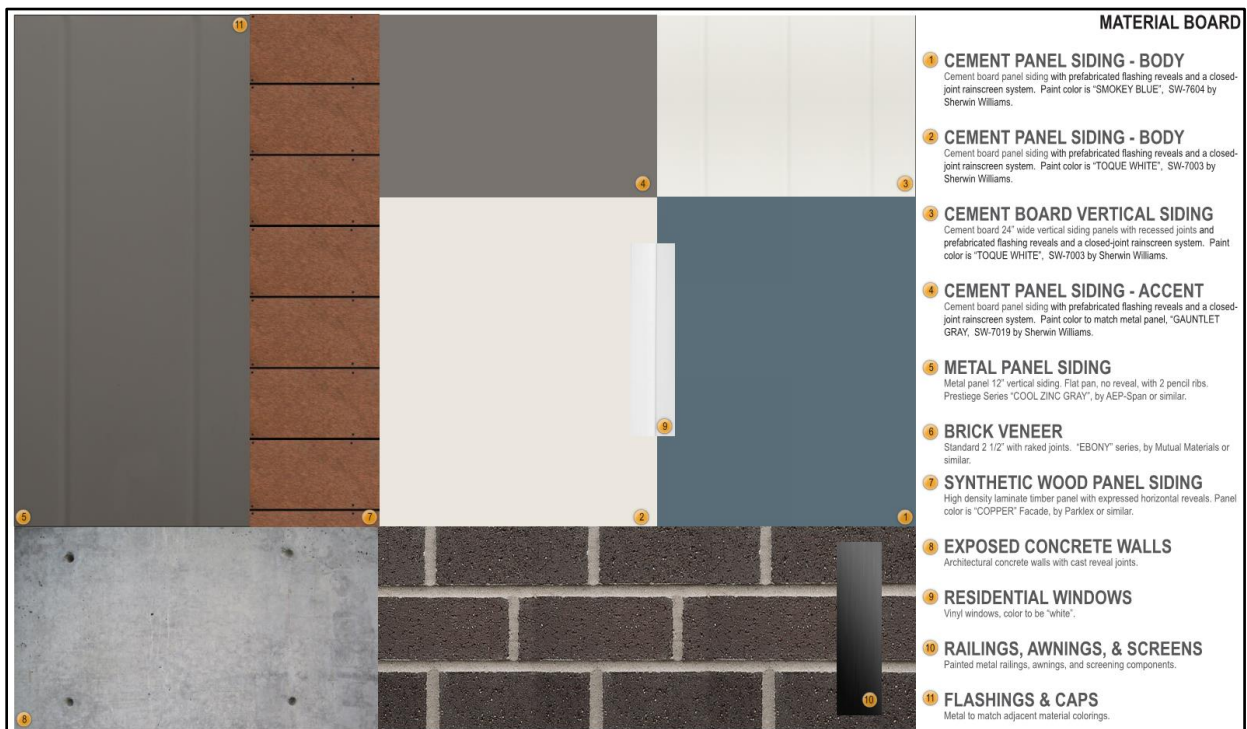


Fig. 19. Materials Board – Numbers correspond with elevations shown above (Sheet 3.03)

Ground Level Details (Sec. 14.4)

Architecture and landscaping features are required to enhance pedestrian experience at the ground level, using techniques such as percentage of large windows, active interior spaces clearly visible from the public areas, enhanced landscaping, special paving, pedestrian scaled lighting and weather protection.

The main (north) public building entrance is distinguished from the private entrances by providing a large canopy provided as a result of the overhead cornice which frames the second level of the building. The secondary public building entrance (east), however, is setback considerably and does not provide a presence at the street per the requirements. As such, the east building entrance must be enhanced with architectural treatments such as modulation and articulation, lighting and weather protection so as to highlight the presence of the entrance to pedestrians, and extend it so that it is effectively adjacent to the sidewalk/Juniper Trail. See Figure XX below.

[Condition 14] *The entry corridor to the east building entrance shall be enhanced by extending it to the Juniper Trail through the use of weather protection and architectural treatment and/or modulation to the north facing wall.*



Figure 20. East building entrance where additional treatment is required per Condition 16.

The private residential entrances are all slightly recessed from the Juniper Trail and are defined by a weather protection, patios and a landscaped transition zones, which helps distinguish the private spaces from the Shared Use Route (Juniper Trail). The primary entrance lobby and each of the eight private ground-level units accessed from the Juniper Trail will have floor to ceiling heights of about 19 feet consistent with the standards.



Fig. 21. Detail of entrances to ground level units with Juniper Trail in foreground (Sheet 4.06)



Fig. 22. Detail of primary entrance and lobby at northeast corner of building (Sheet 4.05)

Blank Walls

Blank walls are present at the ground level elevations of the north and south facades and at the three walls which frame the ground level Community Space (5 walls total). In order avoid the presence of these blank walls, additional treatment including, but not limited to, doors, windows, piers, modulation and detailing and applied elements is required. This is necessary to meet both the requirements of this chapter but also Chapter 15 regarding structured parking and Chapter 13, Community Spaces.

[Condition 15] *Blank wall treatment is required for the ground level brick walls located at the north and south building elevations and along the three brick and concrete walls which surround the ground level Community Space. Treatments include adding doors and windows, and/or using articulation or other techniques such as piers, modulation and detailing, and, applied elements.*



Fig. 23. North Elevation blank wall

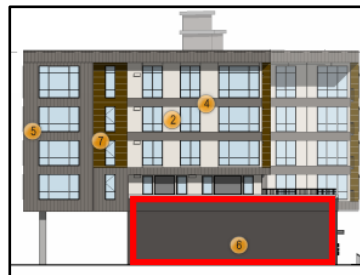


Fig. 24 South elevation blank wall

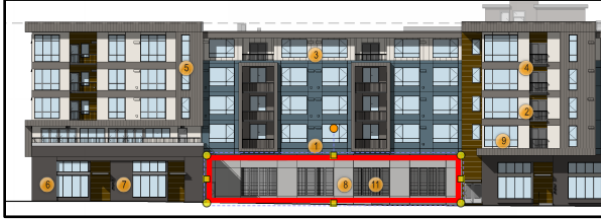


Fig. 25. East Elevation blank walls (north and south facing walls not shown but require additional treatment per Condition 15.

Chapter 17: Lighting

Chapter 17 provides the standards for lighting. The Lighting Plan shows a lighting scheme that consists primarily of:

- pole light fixtures for the street;
- wall fixtures for building entries
- bollards or other building light fixtures

Compliance with the Lighting Standards will be fully reviewed at construction permit. At this phase, staff is providing a cursory review.

Exterior light fixtures should not just be functional and utilitarian but used as an element in creating the urban public realm. The Applicant is encouraged to consider a light fixture that complements the wood and stone treatment of the building to further reinforce the Gilman character of this site.

The Applicant has not selected the style of the street lights and the fixture selection and final location within the planter strip will be determined with the Site Work permit. A note is provided on Sheet A1.00 to indicate this. A photometric plan (sheet E1.01) is provided though it does not demonstrate the luminescence provided by the street lights for 7th Avenue as they were added onto the plans after the photometric plan was created. This is of no consequence though as photometric plans are not typically reviewed during the land use phase.

The lighting plan complies but several CIDD standards are more appropriately reviewed at the construction permit review phase. The lighting fixtures proposed will need to be confirmed with an updated photometric plan that they are sized appropriately for activities without overlapping illumination patterns. All lighting fixtures will need to be specified to comply with BUG ratings.

VII. Additional Review: Other City Standards, Outside Agencies

Utilities

Storm:

The City has adopted the 2009 King County Surface Water Drainage Manual together with the City of Issaquah 2011 Addendum, both of which together identify the requirements for the storm water conveyance, detention, and treatment systems. Preliminary plans and reports indicate that the project will comply with the above standards and requirements.

The required stormwater facilities are shown on Sheet C3 of the plan set with the public stormwater system located within the western portion of 7th Avenue NW and within Locust Street NW (emergency access). Onsite stormwater facilities include a water quality and detention vault system located in the rear parking lot.

Sewer:

The City of Issaquah 2005 Sewer Standards identify the requirements for the sewer collection and conveyance systems. The proposed design is based upon a connection to the public gravity sewer system within 7th Ave NW. The preliminary plan indicates the project will comply with the standards and construction requirements.

Water:

A water system connection is proposed off of 7th Ave NW. A fire hydrant and stand pipe system is located off of the main on NW Locust Street. An onsite looped water system is still required. A fire flow analysis shall be conducted to determine if the offsite water system on 7th Ave and Locust Street requires upsizing.

[Condition 16] *The water main shall connect to the existing public water system, providing for fire flow and connections consistent with IMC 13.08.030.*

A fire hydrant is shown near the middle section of the site within the planter strip for 7th Avenue NW. As shown, the hydrant would displace one or two parking spaces. In order to mitigate this, the hydrant must be moved to an area of the planter strip where there is not on-street parking adjacent. This will likely require the addition of one fire hydrant in order to meet minimum hose reach requirements for EF&R.

[Condition 17] *Fire hydrants provided along 7th Avenue NW must be located so that they do not displace on-street parking. Additional fire hydrants may be necessary in order to meet minimum hose reach standards for Eastside Fire and Rescue. This will be evaluated with the Site Work Permit.*

VIII. Proposed Motion

Based upon the applications, submitted plans and technical reports, listed Attachments, and rationale contained in the Staff Report, the Administration recommends that the Development Commission move to:

Approve the Site Development Permit for the project known as Issaquah Apartments, File No. SDP16-00005, subject to the terms and conditions of the Staff Report dated September 21, 2016, Attachments 1 thru 9, and the following conditions:

- 1 *No building permit shall be issued prior to the submittal and approval of a Lot Line Adjustment to consolidate the three lots into 1 lot.*
- 2 *The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.*
- 3 *Prior to Temporary Certificate of Occupancy, the applicant shall record affordable housing covenants against the property for all required and elective on-site affordable housing in accordance with the provisions of the Density Bonus Program.*
- 4 *Prior to Temporary Certificate of Occupancy, a 5.5 foot wide section along the property frontage shall be dedicated to the City to accommodate improvements to 7th Avenue NW and the Juniper Trail Shared Use Route.*
- 5 *The Juniper Trail shall remain at a constant grade across the south driveway entry in accordance with Urban Driveway Standards – CIDDS 6.4.K.*
- 6 *Prior to Temporary Certificate of Occupancy, public pedestrian access easements shall be granted to the City at the north and south ends of the building in order to provide future through-block points of connection for pedestrian access. The easements shall extend from the west property boundary to the east property boundary. The portions of the pedestrian crossings located within the parking lot shall be constructed with concrete or other similar materials to distinguish the pedestrian priority. If utility infrastructure is located within the easement area(s), it shall be sited, designed and constructed so that the pedestrian connections can be constructed in the future without having to be relocated or modified.*
- 7 *The Shared Use Route (Juniper Trail) shall utilize design elements that are consistent with CIDDS 6.4.A and 7.2.D. Specifically, the Shared Use Route shall use special paving such as decorative colored concrete or stone pavers and shall integrate pedestrian amenities such as seating areas, landscaping, art features, water features, weather protection and pedestrian scale lighting, as determined by the Director. This condition will be enforced through the review of the Site Work, landscape and Building Permits.*
- 8 *As allowed by IMC 3.72.080 and CIDDS 7.5.B, Park Impact Fee credit may be given for public improvements of the Shared Use Route.*

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- 9 *A total of 43 new trees shall be planted on the property to the greatest extent practical and feasible. In addition to the trees located in the parking lot and along the east elevation of the building, trees shall also be provided on each of the roof decks. "Practical and feasible" will take into account factors such as mature tree size, tree health, and solar access.*
 - 10 *If ten percent internal parking lot landscaping is not provided, architectural parking lot edge treatments shall be utilized per CDDDS 10.5.A.4.C. This will be verified with the review of Site Work and Landscape permits.*
 - 11 *The preexisting chainlink fence shall be removed and/or replaced.*
 - 12 *The electrical transformer, shown within the public pedestrian access easement area at the northwest corner of the site, shall be relocated; or, shall be designed to allow unimpeded future pedestrian connection to the west. The transformer shall be ground mounted (flush) so that it is at the same grade of the future sidewalk.*
 - 13 *On all facades, additional treatments, as specified in 14.3.A.1 (materials, articulation, and/or modulation), are required to distinguish the building floors 4 and 5 from floors 1 through 3. In addition on the western façade, supplementary actions are required to create a clear top. For instance, as well as color, further modulation or articulation, such as, a three dimensional band between floors, could be used to establish a 'top' for the building's facade.*
 - 14 *The entry corridor to the east building entrance shall be enhanced by extending it to the Juniper Trail through the use of weather protection as well as architectural treatment and/or modulation to the north facing wall.*
 - 15 *Blank wall treatment is required for the ground level brick walls located at the north and south building elevations and along the three brick and concrete walls which surround the ground level Community Space. Treatments include adding doors and windows, and/or using articulation or other techniques such as piers, modulation and detailing, and, applied elements.*
 - 16 *The water main shall connect to the existing public water system, providing for fire flow consistent with City Code.*
 - 17 *Fire hydrants provided along 7th Avenue NW must be located so that they do not displace on-street parking. Additional fire hydrants may be necessary in order to meet minimum hose reach standards for Eastside Fire and Rescue. This will be evaluated with the Site Work Permit.*